

# Scottish transport review

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## SPECIAL THEME: Planning, Transport and Access



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# Scottish transport review

## Editorial



Coinciding with the start of the seventh year of STR publication, this issue is the first to be distributed concurrently with the Holyrood Transport Quarterly under an agreement reached between STSG and Holyrood Publications. Readers should benefit from joint distribution and a complementary approach. STR remains a fully independent publication with a strong focus on news, research updates, statistics and the presentation of viewpoints on topical issues. There is no shortage of issues. Important decisions are pending on **Scotland's Transport** organisation, on the **Rail Review** and on future relationships between **planning, transport and access** from a community level through Scotland's regions to the Scottish Parliament, UK and EU levels. Decisions will also affect the scale and distribution of funding sources and the rate of delivery. Fears remain that, despite much talk of improved delivery, outcomes may include an unsatisfactory mix of further delays and disappointing results from 'fast-track' schemes. As STAG (Scottish Transport Appraisal Guidance) has indicated, transport 'wish-lists' need to be replaced by closer evaluation of projects and possible alternatives before spending decisions.

Tom Hart

### UK Budget

Both rail and road gained real increases in spending in the March budget. The Chancellor assured business of real growth in road spending south of the border and delayed inflation indexation of road fuel taxation until the autumn. Expected rises in taxes on air travel did not materialise. Green groups argue that tax policy remains at odds with sustainable development.

### Energy & Sustainability

The first report from the *Sustainable Development Commission* headed by Sir Jonathan Porritt claims that government is 'adrift' in promoting sustainable development and fails to appreciate its importance for both the economy and the environment. Porritt concedes that the UK is ahead of most other countries with evidence of Scotland and Wales leading England in new initiatives. Yet all countries face major problems unless more radical steps are taken to tackle growth in air travel and road traffic and to develop policies to cut waste and promote renewable fuels to meet Kyoto and UK targets. Government is asked to modify calculations of economic growth to take account of quality of life and environmental considerations. EU Environment Commissioner is resisting attempts by the Transport Commissioner to weaken targets for CO<sub>2</sub> cuts to improve short-term global competitiveness. Faced with tough targets for CO<sub>2</sub> cuts, the impending oil and natural gas shortage is reawakening debate on the emphasis to be given to renewable energy and conservation compared to a revival of nuclear power.

### Rail and Transport Review

Lobbying to influence decisions in this summer's rail review has revealed strong differences of view. Passenger operators are seek-

ing more control over track and timetabling while Network Rail, the SRA and DfT lean towards stronger central control in a simplified structure achieving quicker and more cost-effective decisions on strategy and using zonal 'fat controllers' to ensure greater reliability and cost-control. An outcome could be a cut in the independent powers of the *Office for Rail Regulation* (though with a transfer to **ORR** of the rail safety powers of **HSE**) and a fusion of *Network Rail* and the **SRA** as public bodies under direct **DfT** control but retaining private inputs in rail operation (including freight) and in potential public/private partnerships for major projects.

This centralised British approach conflicts with the views of many operators, local authorities and regional bodies that most transport problems and opportunities, including rail, are regional and best tackled through regional bodies able to deal with infrastructure issues and integrated planning for housing and other developments. The existence of devolution and aspirations within England have produced SRA and DfT recognition that such issues cannot be ignored in the Rail Review. The present dilemma is how to reconcile them with a unitary British view and with the financial and administrative implications of, in Bowker's words, moves towards greater devolution rather than divorce. Political and geographical realities suggest that Scotland is well placed for early gains in securing a larger element of rail devolution as part of Nicol Stephen's plans for a *Scottish Transport Agency*. Crucial elements in any such package will be the accompanying financial settlement and arrangements for regional delivery and local authority involvement within Scotland.

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## Scottish Policy Highlights

### Scotland's Transport

Announcements are imminent on a Scottish Transport Agency and related regional arrangements. One aim will be to secure better outturns from increased levels of transport spending yet there are tensions between raising Scottish public transport spending to 70% of the transport total as promised by 2006 while maintaining the sharp rise in road spend sought by business groups and most local authorities. A spending shortfall may be filled by developer contributions, accelerated road pricing, more PPP projects (which could apply to the urban M74 as well as the Edinburgh Airport Rail Link) and increased funds from sources such as parking and fines.

Against these hopes, a replacement **ScotRail** franchise within the specifications set is certain to cost more than the present franchise (now temporarily extended to October under terms more attractive to the holder). The costs of free off-peak bus travel for pensioners have also risen well above initial estimates while the April decision by **Northlink** to withdraw from the Northern Isles franchise and issues affecting **Cal/Mac franchising** point to higher costs. From later this year, the commitment to reduce air fares and improve island services within Scotland will also add to costs. In these circumstances, the ability to cut the capital costs of rail projects may be a vital condition of delivering the level of rail and tram network expansion planned by 2010. Another option is to reduce the number and scale of new road projects. These issues will be addressed in the consultations on the Scottish budget from this autumn.

### Planning, Transport and Access

This theme is expanded on p 4 to 7. As well as the current consultations on **Planning for Transport** (SPP17 & PAN57), on **Transport Assessments** (replacing Traffic Assessments) and on **Strategic Environmental Assessment**, other consultation and preparatory work is taking place on **Rural Development** and on a **Planning Bill** for the next session of the Scottish Parliament. This includes the controversial issue of third party rights of appeal. At the same time, the Scottish Executive and COSLA are placing more emphasis on the delivery of **community planning** and of

**higher standards of access** covering all sections of the population. Being within a few minutes walk of a bus stop is no longer accepted as reasonable access if the bus is infrequent and does not allow easy access to the particular facilities which people wish to visit.

It is far from clear that local authorities, many with limited staffing in the relevant skill areas, are geared to meet these challenges. Business, and other groups seeking affordable housing, fear a paralysis of delay rather than improvement. Speaking in the Allander lecture series, Prof Edward Glaeser of Harvard University urged land-rich Scotland to adopt the US model of sprawling, lower-density development with plans encouraging car use and higher rates of economic growth (H&S 10Feb; H11,12Feb). This total opposite of SPP17 produced strong responses from advocates of sustainable and inclusive development. Nevertheless, the current Scottish evidence suggests some leaning towards the Glaeser viewpoint despite a continuing official emphasis on road traffic stabilisation and the ability to ensure sustainable growth, a higher quality of life and global competitiveness through policies encouraging compact towns and cities. Effective planning needs to address these issues and tackle genuine concerns about excessive delay and uncertainty. This must include clear strategic aims for transport and matching programmes for phased and monitored delivery.

### Transport Taxation & Pricing

The lead up to the Public Inquiry into congestion charging in Edinburgh has produced much greater press coverage against charging than for it – and, as a second best, a delay of charging until substantial modification and completion of the initial tram routes around 2009. The evidence and strength of opinion supporting such views is less certain but there are doubts about Public Inquiry results being favourable and endorsed in the subsequent referendum. This is likely to increase congestion, notably in west Edinburgh. In turn, this will put pressure on the Scottish Executive to consider a Central Belt strategy for road pricing, fares reform and parking controls as part of an overall approach to transport and planning. More immediately, plans for a modest rise in Forth Road Bridge tolls have

been announced. These are likely to have little impact on congestion unless altered to include higher tolls at peak periods.

On a broader canvas, policy is moving towards a shift from road fuel taxation to greater use of tolls at times of congestion and as a condition for expanded road capacity. While the Editor was visiting the USA in early April, Congress approved a Bill allowing tolls on federal roads (NewYork Times 4 April). The UK government group studying wider road tolling is expected to endorse the principle later this year. Parallel studies have concluded that public transport usage will respond more favourably to lower fares and wider use of road tolls than was previously expected (LTT 25Mar). This has increased the importance of linking land use and pricing strategies in giving added momentum to road traffic stabilisation in, and between, larger cities. However, policy differences remain on the use of the proceeds of higher charges. Present US policy will focus any proceeds on expanded road capacity but UK and European policy seeks a significant shift towards rail and public transport spending. With respect to charging at congested airports, however, the CAA is unenthusiastic about using 'monopoly' airport income to assist airport expansion at Stansted rather than Heathrow and to give support to improved airport surface access and high-speed domestic rail. The UK government may re-examine these issues in future reviews of transport pricing and taxation. Austria has introduced electronic lorry charging (Freight, Feb) but Germany and the UK say technical problems justify delays in lorry charging – now to apply in UK from 2008 rather than 2006.

### Scottish Organisations short-listed for RGU UK Transport Awards

Glasgow Council (Cycling)  
ScotRail (Rail operator)  
Perth and Kinross Council (Street environment)  
Scott Wilson Scotland (Technology)

*Entries for the RGU/STSG Scottish Transport Awards closed on 7 May.*

## Planning for Transport : Views of ILT Scottish Policy Group

(Summarised by Mark Haseley, DHC)

The following key issues have been raised relating to the Draft SPP17:-

- Guidance on the transport impact of development should be more explicit. In many cases, there is still reliance on fairly simple 'predict and provide' impacts when assessment of broader economic, accessibility and social equity impacts is of greater importance (para 12)
- The guidance provided on planning for airports (paras 15-17) is narrowly focused on a demand-led response to air travel growth in Scotland. ILT is concerned that this misses other relevant responses such as demand management and investment in high-speed rail. The future role of air freight merits greater guidance.
- When planning for seaports, guidance

should also be issued on the development of shipping routes for passenger as well as freight traffic. There are many opportunities for improving passenger facilities for European links – as at Rosyth and Peterhead. Passenger development could help areas suffering from downturns in traditional industries such as fishing.

- ILT welcomes aspirations for sustainable transport planning but is aware that, in many cases, such concerns are overridden by other economic and political considerations. Further guidance is required on prioritisation of transport planning aims in the context of broader social and economic concerns when considering planning applications

- ILT considers it inappropriate to finalise those parts of the guidance relying on transport assessment until guidance on transport assessment has itself been finalised. ILT has significant areas of concern in relation to the current draft guidelines for Transport Assessment.

There is a need for further work on standards for accessibility, including consideration of minimum standards for cycle parking and recognition that encouragement for short-term car parking may not advance overall accessibility. Local Authorities should be advised to ensure that Demand Responsive Transport and other innovative solutions appropriate to rural accessibility are addressed before relaxing maximum parking standards in rural areas.

## West Edinburgh Planning and Transport

West Edinburgh was unique in Scotland in being the first (and only) area of Scotland to have a nationally defined **Spatial Development Framework**. This decision reflected the particular development pressures and greenbelt conflicts arising from growth at the Gyle, Edinburgh Park, Edinburgh Airport and Heriot-Watt University. The further expansion of Edinburgh Airport envisaged in the White Paper on Air Travel is leading to reassessment of the **West Edinburgh Spatial Framework**. Issues arising include:-

- 1) Is West Edinburgh the only major growth zone in Scotland with unique attractions or are there alternative options?
- 2) What should be the nature and phasing of transport and access programmes for West Edinburgh and how can they be financed?
- 3) Is a greater relaxation of Greenbelt desirable in this area?

### The Growth Zone Issue

The *National Planning Framework for Scotland* has confirmed **West Edinburgh** as one of two major Growth Zones. The second is a larger zone in Glasgow including Clyde Gateway (to the east), the city centre and the Clyde Waterfront to the west. In both zones 'co-ordinated action is required to support economic development and area regeneration' (Para 181). The relative importance of these two zones is not discussed but the

implication is a need for **Clyde Corridor** to catch up on the momentum already gained in West Edinburgh.

### Transport & Access Programmes

Edinburgh Park station has finally opened and there have been changes in bus services to improve access to job prospects in West Edinburgh for those without cars as well as a means of easing car use and parking problems. However, much remains to be done. Major issues affect integrated ticketing and the phasing and detailed design of planned tram and heavy rail schemes for West Edinburgh, their ability to provide high quality interchange (including park and ride) and their priority within Scottish transport programmes also making provision for the Clyde Corridor and inter-urban improvements.

At present, outline plans for public funding towards Edinburgh area transport investment to 2013 are around £1.5bn compared to £0.7bn for the Glasgow area (mainly the urban M74) and £0.6bn for inter-city road and rail across the Scottish Central Belt. These proportions merit review as does the scope for extra funding from more extensive congestion charging, parking levies, developer contributions and other private sources (including BAA). There are clearly opportunities for jobs growth and improved interchange and access in West Edinburgh but sharp debate on whether

this can be achieved without road traffic growth well above Scottish targets for stabilisation. Options range from:-

- a) growth facilitated by earlier moves towards a second parallel runway, a further expansion of the airport to the south and considerably enlarged road schemes including a second road/public transport crossing at Queensferry to
- b) growth encouraging shifts to the Clyde Corridor zone along with rising modal shares for public transport, walking and cycling in West Edinburgh, greater priority for congestion charging and either abandonment or extended phasing of proposals for a second runway, airport expansion to the south (only part of the Ingliston site may be required rather than the entire Ingliston site) and another Queensferry crossing.

### Greenbelt

Current policy seeks to minimise **Greenbelt** encroachment in West Edinburgh yet, in practice, allows considerable encroachment around the Airport and at Gogarburn/Heriot-Watt. Even with some shift of growth emphasis towards the Clyde Corridor, pressure for early decisions on a more relaxed Greenbelt approach are increasing but there is scope for linking this to a strengthened approach to the maintenance and active use of **Green Wedges** in the sensitive West Edinburgh (see STR24, Winter 2003/04, p23).

## Linking Transport, Training & Employment Information

Prof. Ron McQuaid, Employment Research Institute and TRi, Napier University

The EMIRES (Economic Growth & Sustainable Mobility) project was launched on 22 April. It offers a single website with information of jobs, training and how to get to them by public transport. Tailored information on appropriate jobs, training and travel availability is provided. The site continually updates a user's enquiry and informs them of any changes, such as new vacancies, the next time they log on.

The information comes from the comprehensive Jobcentre Plus job vacancy website, Learn Direct on local training opportunities and public transport sources. The transport information is provided through Highland Council and has the same coverage as Traveline (costs prevented the direct use of Traveline). Local Demand Responsive Travel bookings are incorporated into the software but are

not yet operational as local operators use the phone for bookings.

The 6 months demonstration project covers east and central Sutherland in the Highlands but could be applied elsewhere. The Scottish service centre is run by Highland Council with support from ERI/TRi Napier University at Edinburgh and the Transport Operations Research Group (TOrg) of Newcastle University. The service is available on line at [www.emiresscotland.org](http://www.emiresscotland.org) or by the telephone service at Jobcentre Plus, Wick. Those without internet access can receive information by post or phone. The user registers once and can change the parameters of their search at any time. Information is listed within seconds of a search start. The system searches continually, informing the user of new results at the time of next access.

The system builds on two labour market studies by ERI (for Highland Council, CASE and the Joseph Rowntree Foundation) which showed that many people found current job vacancy websites difficult to use for rural areas. The lack of transport was a major drawback to getting a job. It also builds on Newcastle's work on Demand Responsive Transport. EMIRES is funded by the European Union as part of the IST (Information Society Technologies) programme in the European Commission's Fifth Framework Programme. The European partners are in Spain, Finland, Greece and the Czech Republic

*(For further comment, see R McQuaid, C Lindsay & M Greig (2003) **Wired for Work? ICT and Job Seeking in Rural Areas**, A Report for the Joseph Rowntree Foundation, York Publishing, York – available on [www.jrf.org.uk/bookshop/details.asp](http://www.jrf.org.uk/bookshop/details.asp)*

## Towards a Flexible Mobility Transport Agency

A Report on the Flexible Transport Conference organised by Angus Transport Forum at Carnoustie on 19 February, 2004

This conference and workshop followed on from the previous Rural Transport Conference held at Carnoustie (see STR14, Summer 2001) but on the widened theme of securing flexibility and improved mobility throughout urban areas as well as in rural areas. The Keynote Speech was provided by Nicol Stephen, Minister for Transport. He stressed his determination to ensure innovative thinking on public transport as a means of delivering the Coalition Agreement for social inclusion and encouraging shifts away from car use. He saw a growing role for Demand Responsive Transport in both urban and rural areas, taking the opportunity to announce new grants to expand such transport in Glasgow, Edinburgh, Dundee and Aberdeen as well as in other parts of Scotland.

Contributions followed from Mobisoft, expanding on DRT developments in Finland and parts of England, and from speakers reporting on practical examples in Italy and in Dublin. Conventional operators also expressed an interest in flexible transport. There was reference to the Stagecoach Dunfermline-Edinburgh Taxibus scheme started in 2003 with a fully commercial target. This target has not yet been met but there has

been an encouraging growth of usage. Brian Masson of Angus Transport Forum provided an update on local developments since the 2001 Conference. A continuing problem was that flexible transport was still on the fringe of mainstream funding for social transport with the threat of projects terminating if time-limited funding was not renewed. With greater certainty, more people might be persuaded to adjust to a flexible transport lifestyle. A contribution on the Edinburgh Car Club provided a useful insight on the conditions most suitable for car club growth though such developments were seen as oblique to the mainstream of flexible transport development. Reference was made to the need for a framework which clarified the confused and time-consuming situation surrounding the legal requirements applying in the grey area between volunteer transport, taxis and scheduled buses. Dr John Nelson of TOrg, Newcastle University, provided an overview of developments.

In discussion, there was some feeling that progress was often frustratingly slow and mainly for non-technical reasons. The Angus Glens still presented some technical problems for mobile phones but a larger prob-

lem was that of how best to organise for flexible transport and convince the various parties involved (school transport, NHS transport, conventional buses, taxis, parcel firms, local authorities and community groups) of the net financial, area and personal benefits of flexible transport. Much of the evidence presented had pointed to the advantages of a centralised controlling agency for organising flexible transport yet not all parties were willing to become involved with such agencies. Many inclined to a more decentralised and personal, community-based approach. A single flexible transport agency for Scotland was seen as a contradiction but there was interest in developing a regional or sub-regional approach to flexible transport organisation. This could be the way to improved but cost-effective social delivery and reduced car use while also aiding seamless and convenient interchange with conventional scheduled transport. A final issue was whether – in 10/15 years time – flexible transport might take over from conventional buses in and between many smaller towns (or even larger ones as in Finland) or would it be primarily an add-on improving access but complementing an expansion of scheduled bus miles (but with some cuts in route length).

## Services

### AIR

New services have been introduced from **Edinburgh** to Belfast & Exeter (Flybe), Birmingham, Nice & Munich (Duo) and Stockholm (SAS), from **Glasgow** to Belfast & Exeter (Flybe), Galway (Loganair) and Dubai (Emirate Airlines), from **Inverness** to Heathrow (bmi) and Stockholm (Snowflake) and from **Aberdeen** to Heathrow (bmi). Transaero is expected to launch an **Edinburgh-Moscow** service in June while Duo and Flybe plan further expansion of direct Scottish flights. SNP has attacked easyJet decision to opt for expansion from **Newcastle**, aiming to attract Scottish passengers to cheap flights. The **Dubai** flight is the first direct flight east from Glasgow beyond the Mediterranean. It will offer links to Australia and other Asia/Pacific centres. Due to low use, Highland Airways has withdrawn flights from Glasgow to Inverness and the Western Isles. **BAA** has announced a further £35m of support to expand direct services to and from its Scottish airports.

### SHIPPING

SNP has urged more use of **Aberdeen** as a shipping hub. **Northlink** services are being maintained pending a decision on a new operator. **Cal/Mac** has ventured into TV advertising for the first time. The **Glenelg ferry** to Skye may close as the operator wishes to retire and revenue would be hit by abolition of Skye Bridge tolls.

### RAIL

**Ikea** is expanding use of rail in a new contract with EWS. New operator **Advenza** is introducing a freight service from Barking(London) to Deanside (Glasgow) while **First** is in talks with Royal Mail to re-introduce rail mail on selected routes (including Scotland). A Scottish Executive £641,000 Freight Facility Grant will aid transfer of **Norfolk** (Caithness) products to rail. New trains have allowed most Glasgow Queen St-Edinburgh peak trains to be increased to six coaches. Some of these trains are likely to stop at **Edinburgh Park** under the new ScotRail franchise. A preferred bidder is due to be announced with **National Express** thought the most likely winner though with **First** also a strong contender depending on the results of referral of the First bid to the

Competition Commission. New hourly direct services from Cambridge to Norwich have exceeded forecasts for passenger growth with almost half growth being transfers from car.

### BUS & TRAM

**Nottingham** trams are now operating and include a strong emphasis on park and ride allied to tougher parking controls. The first **Edinburgh** trams should be running by 2009 even if congestion charging is not introduced. Co-ordination with bus services is an unresolved issue. The Scottish Executive has rejected West Lothian Council proposals for **Bus Quality Contracts** but SPT is seeking the first statutory **Bus Quality Partnership** in Scotland in East Kilbride. The Executive has awarded funds to develop **community bus services** in Glasgow, Edinburgh, Aberdeen and Dundee in addition to grants for rural community buses. SPT has started a pre-bookable accessible bus service linking to Bishopton station. **Midlothian Council** has secured an agreement for Tesco to finance a half-hourly bus link to a new store for 3 years. A survey of city bus users in **Aberdeen** has revealed strong desires for improved evening and night services. At present, no Aberdeen services receive council support.

### FARES, PRICING & SERVICE QUALITY

Air fares for Glasgow to Campbeltown, Tiree and Barra services will fall by up to 30% from 1 July as the first stage of a Scottish Executive commitment to lower air fares for the Highlands and Islands. Edinburgh **taxi fares** are set to rise 6% while **Lothian Buses** raised fares in April. Short-distance fares rise by 30% since the 60p fare is being abolished. The aim is to achieve a revenue increase to cover extra costs while maintaining the shift to purchase Ridacards. **First** claims that increases are being used to cross-subsidise less well used services with the **SNP** claiming that higher fares send out the wrong message. The **cost of motoring** is at its lowest for 3 years. **PlusBus**, developed by Journey Solutions, has been launched in Scotland with Scottish Executive support. The scheme allows local bus travel for a £1.10 to £2.20 additions to rail tickets. The facility is available at 22 Scottish stations with plans for expansion. FETA has proposed a rise

in **Forth Road Bridge tolls**. Standard car charges for a return trip will rise from 80p to £1 **Edinburgh Airport** has backed plans for congestion charging in Edinburgh but **city centre retailers** do not now support all-day tolls **LibDems** have been accused of seeking tolls in their national policy while opposing them in Edinburgh. Stagecoach's low-fare **Megabus**, restricted to on-line booking, has gained substantial use by students and wealthy older users attracted to internet bargains.

Scottish cities and towns are stepping up efforts to meet air quality standards. New powers to prohibit engine idling are in force. Buses now account for 77% of emissions on Princes St. Rail operators have been criticised for lagging in cutting pollution from diesel trains. The reliability of charter flights from Edinburgh has improved but GNER claims a 78% level of punctuality compared to 72% for scheduled air travel. SHS results show that some 10% of personal road trips are subject to delay compared to 7% by public transport. However, public transport has a higher share of trips with delays of more than 15 minutes (see p 12) BA has started a trial scheme allowing passengers from Edinburgh Airport to check-in at home.

Travel in and around North Lanarkshire has been made easier via the inclusion of Smartways in North Lanarkshire Council's website. By logging on to [www.smartways.info](http://www.smartways.info), travel information can be found divided by resident, business and school/college categories. Travel plans are also explained along with information on main routes for walkers and cyclists. One spin-off is a Smartways Map (for more information, contact Craig Herriott, Strategy Officer, Transport and Safety Team 01236 618 121)



## Infrastructure

### AIRPORTS

BAA is to spend £75m on **Edinburgh Airport** improvements over the next two years. These include a new control tower, a five-storey car park and extension of the terminal on the runway side. J Barrett, Edinburgh West LibDem MP, has queried whether a second parallel runway will ever be needed.

### PORTS

On environmental grounds, DfT has rejected the major new port at **Dibden Bay**, Southampton. Clydeport remain confident of prospects for a container transshipment port at **Hunterston**. DfT has turned down pleas for a national framework for port development despite producing an airport framework in 2003.

### RAIL & TRAM

DfT has refused to support a hybrid bill to facilitate the privately-financed Great Central project to provide a continental standard rail freight line from the Channel Tunnel via Rugby and Sheffield to north-west England. Decisions on **ECML** upgrade have been delayed until after the Rail Review but Virgin, First, National Express and GNER are in competition for an extended ECML franchise. **WCML** modernisation will be sufficient to allow 4 hour 40 minute best times between London and Glasgow within a year and 4 hours 15 minutes by 2008. There is uncertainty about the extent to which this will involve sections of 125 mph running for tilting trains north of Preston. Despite some protests, a reduced £150m programme to improve capacity at **Edinburgh Waverley** has gained general support. This will provide two extra through platforms by 2007 and retain options for further through platforms. Plans include escalators and lifts to Princes St. Integrated rail/tram plans at Haymarket will also give full disabled access. This is being provided as a priority at Dalmeny for £130,000. The legal process for the £470m **Edinburgh tram lines 1 & 2** has started. Rising tram capital costs, and possibly low usage on the northern loop, have come under criticism but a visit to Lyons has partly assuaged concerns. New proposals have been made for cost contributions from developers (see p 10) while western tram route costs may be trimmed by delaying the proposed spur from Ingliston to Newbridge. Consultation has started on a £170m **tram route 3**, now to run from the city centre to Newcraighall

or Musselburgh via the Edinburgh Royal Infirmary and Medipark. Midlothian Council is concerned that preferences have shifted from routes running into Midlothian while CRAG says Route 3 may prejudice reopening of the South Suburban Railway.

SRA Chairman, Richard Bowker, sees no justification for reopening a through Waverley Route to Carlisle but the Bill to reopen the section from **Newcraighall to Tweedbank** is now before a special Scottish Parliament committee. Consultant Babbie has held local consultations on the planned reopening of the **Airdrie-Bathgate** rail link. Cost and other issues are delaying new halts on existing lines, notably at **Gartcosh** and **Ravensraig**. Highland Council and HITRANS have aspirations for additional halts around Inverness while there are similar plans between Perth, Dundee, Aberdeen and Inverurie. Tie is more confident of progress on heavy rail through **Edinburgh Airport** with completion by 2010. Detailed design has also started on a **Glasgow Airport** rail link. **TRANSform** Scotland is seeking less costly airport links and emphasis on integrated bus and tram projects for local users.

### ROADS & BUSWAYS

Roads completed include the **A1 expressway** from Haddington to Dunbar (£35m) and the **Arisaig-Kinsadel** section of the A830 (£13m). The Executive has also given the go-ahead to plan the last £14m phase of A830 improvement to Mallaig. Landowners have withdrawn objections to improvement of the **A8000** link from the Forth Road Bridge to Newbridge. Work has started on a £2.3m A77 climbing lane north from **Turnberry**. Detailed surveys have started for the **Aberdeen Western Peripheral Route** while 3 options for eastern improvement across the **River Don** are also being studied. Highland Council is evaluating options for completing the South Link Road in **Inverness** across the Caledonian Canal. The **Edinburgh Western Busway** is expected to be completed late in 2004. Plans are being made for an 800 metre road link to improve bus and ambulance access from east Edinburgh and **Greendykes to the Royal Infirmary**. Through use by other motorised vehicles will not be permitted and the route could be part of Tram Route 3 by 2011. The Executive has rejected arguments for priority dualling of the entire A96 **Aberdeen-Inver-**

**ness** road but HITRANS is pressing for road and rail upgrades on the corridor.

Work has started on the **Livingston-Edinburgh** bus Fastlink and on a 420 space park and ride site at **Hermiston** west of Edinburgh with further sites to follow at Ingliston and Straiton. Complaints have risen over delays from major roadworks at the Forth Road Bridge and on the A80 corridor though the former will be eased by increased rail capacity at weekends. Edinburgh is extending **mandatory 20 mph speed limits** at schools.

### WALKING & CYCLING

**Aberdeen** is consulting on a car ban on part of Union St as part of a £21m plan for the inner city. The National Trust for Scotland is seeking funds to speed-up **mountain footpath repairs** in Arran on Glencoe and on Ben Lawers and minimise environmental damage caused by rising use.



**A footpath team hard at work on the hill**

*Source: National Trust for Scotland*

Midlothian Council has gained funding for a cycle/footway link from **Bonnyrigg** High St to the Dalkeith-Penicuik Cycleway. One benefit from **Edinburgh Park** station has been extra cycleways in the area, including a crossing under the rail line. Work is to begin soon on a £1m foot and cycle bridge at the busy **Sheriffhall roundabout** south-east of Edinburgh.

## Property and Transport

### Planning Issues

A fuller review of Planning in relation to Transport and Access is given on Pages 4 to 7. The first **National Planning Framework for Scotland** reflects some tensions between US style approaches favouring a freer property market and the 'continental' tradition of more compact and controlled development with higher levels of public transport use, walking and cycling. The UK and Scotland straddle these differing approaches though with Scotland perhaps leaning more towards Europe. In practice, current policies show some shift towards the American approach in the interest of short-term Scottish competitiveness, local politics and lower house prices yet the interest in sustainable development and social inclusion remains strong. A major issue is the balance between policies favouring development in, and close to, the bigger cities and policies for more dispersed development. A mix of these options reflects current reality. More proposals are appearing for the recovery of part of the costs of transport schemes from **developer contributions** or **land value taxes** but these have coincided with signs of weakening in commercial and residential property values. Specific schemes include the aim of recovering £14m of the £130m cost of the **Central Borders railway** from developers and **Edinburgh City Council's** draft guidance to secure developer contributions from projects within 750 metres of proposed Routes 1 & 2 tram stops.

### Edinburgh and Glasgow

Both cities now share worries about a weakening of former high levels of commercial property activity while high house prices are pushing more people outwards and raising the profile of affordable housing. Edinburgh concern has grown at a 'shopping leakage' to Glasgow, possibly aggravated by congestion charging. Both cities seem happy that legal challenges continue to delay the **Ravensraig** shopping/leisure and housing complex in Lanarkshire but are competing with each other to ensure substantial grants for **major stadium and sports developments** in east Glasgow and in the Sighthill area of Edinburgh (replacing the outdated Meadowbank facility) (EN27Jan;H19Mar). Yet congestion, especially in west Edinburgh, is encouraging housing and commercial developers to look to develop-

ment on the M8 corridor. **West Lothian** now has the highest projected population growth within an overall Scottish decline. Keith Geddes, a former Edinburgh Council leader, has called for rapid action on transport and greenfield release to ensure that **west Edinburgh** can be the powerhouse for Scottish growth (EN3Mar) yet Glasgow interests have challenged the view that the Scottish economy, and the west in particular, must become more dependent on an Edinburgh growth zone. S&N is closing its **Fountain Brewery** in Edinburgh, releasing this inner city site for housing and other development. **Sher Brothers** have acquired a major warehousing site close to the planned **urban M74** in Glasgow.

### Other Towns and Cities

Shopping centre refurbishment at **Clydebank** and **Cumbernauld** is reported as helping to widen shopping catchments and cut leakage to other centres. Countering the challenge of Dundee, **Perth and Kinross Council** has announced £80m partnership initiatives to revamp Perth town centre plus £17m towards a quality transport interchange in the area of the present rail and bus stations which contains under-used land with development potential. Highland Council has plans for major growth of **Inverness**, mainly through expansion on an eastern corridor towards Nairn. The **Fife** area is attracting additional office jobs as well as increased residential commuting to Edinburgh.

### Rural & Access Issues

Border residents are objecting to a 1500 house development near **Abbotsford**, preferring more dispersed growth in the Borders or greater expansion in Midlothian closer to Edinburgh (S6Feb) Merger of the Galashiels Scottish Textiles College with Heriot-Watt University may mean a move to Edinburgh contrary to the aims of the Central Borders rail project. A rescue plan for Caithness Glass has saved the Perth and Kings Lynn factories but closed the original factory in **Wick**. Climate change has become a severe threat to the ski areas at **Glenshee** and **Glencoe** though they are diversifying into more general outdoor activities (H14Feb). A survey for the Scottish Centre for Social Research has found that people in Scotland's remoter areas and smaller towns prefer **health care** closer to home rather than expansion of centres of excellence (H11Mar)

The Scottish Transport Studies Group website contains a wealth of information including a range of articles, back issues of Scottish Transport Review, and a directory of organisations and individuals with interests in Scottish transport.

[www.stsg.org](http://www.stsg.org)

The logo for the Scottish Transport Studies Group, featuring a large white letter 'S' on a dark blue background, followed by the text 'c o t t i s h t r a n s p o r t s t u d i e s G r o u p' in white lowercase letters.



## The Case for Rail in the Highlands and Islands

A Comment by Roy N Pedersen on the SDG Report for HIE

In August 2003 Highlands and Islands Enterprise commissioned Steer Davies Gleave to establish the economic, social and environmental benefits derived from the rail network in the Highlands and Islands. The results of this study were published on 16 March. They provide a strong endorsement of the positive contribution rail makes in the area.

The study identified a range of benefits that the railway brings to the Highlands and Islands by quantifying the negative impacts that would occur in its absence. In terms of economic impact, it was estimated that 1,506 FTE jobs would be lost in the region if the rail network were closed. In that circumstance there would be a welfare dis-benefit of £298 million and some £227 million of loss to business.

Five main roles and related benefits were identified. These were:

- Rail contributes substantially to the regional economy and the tourism sector in particular;
- It underpins the viability of business in terms of market access, staff travel, conferences, etc.;
- It encourages social inclusion and prevents out-migration especially for residents without access to a car;
- As Inverness and the Inner Moray Firth area grows (bucking the national trend), the requirement for public transport will grow especially for commuting. Constraining this would have an adverse effect on sub-regional growth;
- Rail provides an alternative to road such that rail freight has grown rapidly in recent years and is set to continue.

The report records 37% overall passenger traffic growth since 1997 on a line by line basis thus: Far North 50%, Kyle 40%, Highland Main 35%, West Highland 20% and

Aberdeen – Inverness 13%. The upwards trend is set to continue and some 1.3 million passenger journeys are expected to originate in the Highlands in 2002 – 2003, being just under 2% of all Scottish rail journeys. Commuting by rail around Inverness has become significant following the re-opening of Beaulieu station, the new Tain service and it is expected to grow further with the Invernet Project due to start in 2005.

These findings confirm the value of the railway network to the Highlands and Islands and the innovative approach of the Highland Rail Partnership. Copies of the full report may be accessed from the HIE website [www.hie.co.uk](http://www.hie.co.uk) under "about us" "what's new".

**Editor's Note:** A parallel report on the Value of Cycling is expected to be published soon and will feature in the next issue.

## New Report recommends lifting of closure threat on Northern Ireland Railways

Published in March, a report from **Booz Allen Hamilton** has recommended lifting of the closure threat to two lines (Whitehead-Larne and Coleraine-Londonderry) plus expanded investment and higher frequency service on the entire network. The two lines under threat have been on a minimal maintenance basis pending study of the impact of new trains now being delivered. The report states that its proposals would raise total track costs over 25 years from £533m to £585m while raising operating costs by £11m a year (with options for

recovery from extra income). Train frequencies would rise to every 10/15 minutes in the inner Belfast commuting zone, half-hourly to Ballymena and Larne and hourly to Coleraine and Londonderry. Political decisions will now be required on the Report (RAIL, 14 April).

Along with the Highland Rail Report, it adds weight to Scottish Executive arguments for rail expansion and reorganisation. In England, the SRA has produced consultative proposals for **Community Rail**

**Partnerships** which could improve results and marketing on lightly used lines. Due to the special position of the Scottish Executive and the near absence of short branch lines, the SRA proposals do not extend to Scotland but aspects of the Community Rail approach may have value in the Highlands, Borders and South-west. In particular, Dumfries and Galloway Council is keen to encourage positive responses to future operation of the **Stranraer line** in the light of the move of Stena Ferries from Stranraer to Cairnryan in 2005.

## Transport, Energy and Emissions

Report of STSG/TRI Seminar, 26 February

Steve Stewart of **Stagecoach** reported on experiments with an inexpensive fuel additive which improved **fuel efficiency** and cut **polluting emissions**. Wider trials were being conducted on differing types of bus route and age of bus. **Particulate traps** used in a Manchester pilot project had cut particulates emitted by 95%. He also stated that Stagecoach had produced its first Strategic Environmental Report and aimed to continue to cut emissions through new buses,

technical refinements to older buses and reduced engine idling. Waafa Saleh reported on the inconclusive results of a TRI study on whether **measures to change attitudes** could, on their own, reduce carbon emissions from travel. The sample used was small but there was evidence that savings were cancelled out by increases in trip length. Prof Howard Kirby offered some broader thoughts on the issues. The general feeling was that, in addition to technical

measures to cut CO<sub>2</sub> and local air pollutants per mile travelled, there was a requirement for more systematic evaluation of a) the extent of progress in developing alternative fuels/hybrid vehicles and b) the feasibility of further gains from differing packages of policy measures (including pricing, fiscal and land use actions) and attitudinal influences to reduce both the propensity to travel and encourage shifts to less energy-intensive and less polluting forms of movement.

## EXPERIENCES OF TRAFFIC CONGESTION & PUBLIC TRANSPORT DELAYS

### Some SHS results: A note by the Scottish Executive Transport Statistics branch

This is the 20th short note on transport-related results from the Scottish Household Survey (SHS). Questions on car drivers' experience of traffic congestion, and bus and rail passengers' experience of delays, were added to the survey in April 2003. This note describes some results from interviews held between then and September 2003.

The SHS Travel Diary collects information about "personal travel". This is defined as travel for private purposes, or for work or education, provided that the main reason for the journey is for the traveller him/herself to reach the destination. It covers (e.g.) business travel to/from meetings, but not journeys in the course of their work by (e.g.) deliverymen or bus drivers. Journeys are split into stages when the mode of transport changes.

### CAR/VAN Drivers' experience of delays due to traffic congestion

For each stage driven by a car/van, the interviewer asked, "was this part of your trip delayed due to traffic congestion?" (respondents could interpret this as they wished). Overall, drivers said that they had been delayed due to traffic congestion in roughly 10% of the stages travelled.

#### Time of delay

Most of the occasions when drivers were delayed by traffic congestion started in the "rush hours" and mid-afternoon. 27% of all trips with delays were between 7 and 9.30

am with 47% between 2 and 6.30 pm. The chart shows details. There were clear peaks in the "rush hours": congestion affected 16-20% of stages starting between 7:00 a.m. and 8:59 a.m. and 17% of stages starting between 4:00 p.m. and 5:59 p.m. Congestion affected between 9% and 13% of stages on each weekday, and only about 5-6% at the weekend.

#### Type of journey

Delays due to congestion were reported in the case of 17% of stages driven to / from work, and 13% of stages driven in the course of work, but only 6% of stages driven for shopping.

#### Type of driver most affected

Almost two-thirds of drivers delayed by traffic congestion were employed full-time, 55% were men, and approaching two-thirds were aged 30-49.

#### Location of delay

Congestion was reported in the case of around 10-12% of the stages driven by people who lived in, or within half an hour's drive of, an area with a population of 10,000+, but for only 1-3% of stages driven by residents of other areas.

#### Length of delay

Drivers who had been delayed were asked "how much time do you think was lost due to traffic congestion?" Almost 50% were delayed by 5 minutes or less. Some 25% reported delays between 6 and 10 minutes with 17% reporting delays of more than 15

minutes. When congestion occurred, the time lost tended to be greater on weekdays than at the weekends. There was a slight tendency for it to be greater for journeys in "rush hours" than at other times.

### PUBLIC TRANSPORT Passengers' experience of delays

For each stage travelled by bus or train, the interviewer asked if that part of the trip was delayed. Overall, a delay was reported in about 7% of stages travelled by bus, and in about 7% of stages travelled by train. Subsequent analysis relates to bus and train stages taken together.

#### Time of delay

The likelihood of delays was greater at the "rush hours" (about 9% for stages starting between 7:00 a.m. and 8:59 a.m., and 9-12% for stages starting between 4:00 p.m. and 5:59 p.m.) and fluctuated around 5% between the peaks. There was little weekday/weekend difference.

#### Type of journey

Delays were reported for about 9% of bus and train stages travelled for commuting, compared with only 4% of stages travelled for shopping purposes.

#### Reason for delay

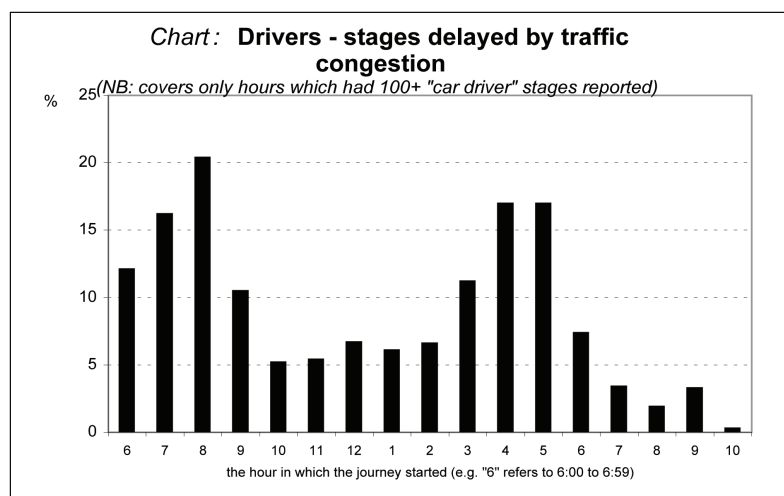
Passengers who reported delays were asked why their journey was delayed. The main reasons identified were road congestion (42%) and bus/train arriving late (26%):

#### Length of delay

Passengers were also asked how much time they thought was lost. About 25% reported delays of 5 minutes or less, 30% delays between 6 and 10 minutes and 33% delays over 15 minutes.

As with all such surveys, factors such as sampling variability and non-response bias may affect the results. The results have been weighted to take account of differences in selection probabilities.

Background and Further Information – see [www.scotland.gov.uk/transtat/latest](http://www.scotland.gov.uk/transtat/latest) and [www.scotland.gov.uk/shs](http://www.scotland.gov.uk/shs). Anonymised copies of the SHS data are available from the UK Data Archive ([www.data-archive.ac.uk](http://www.data-archive.ac.uk)). Further information about the SHS can be found. Enquiries Tel: 0131 244 8420 Email: [shs@scotland.gsi.gov.uk](mailto:shs@scotland.gsi.gov.uk).



## Statistics

### SCOTTISH ECONOMY

Unemployment is at its lowest level for 28 years and Scots are still outshopping the rest of the UK. House prices remain below the UK average but are now rising most rapidly in areas of formerly low prices, including Coatbridge and parts of north Ayrshire as commuters are forced out by high prices in Edinburgh and Glasgow. Affordable housing has become a more prominent issue but recent trends show a weakening of house and commercial property prices and rentals.

### POPULATION

Projections show West & East Lothian as hotspots for growth within overall Scottish decline. Lesser growth is expected around Stirling and in Midlothian & East Renfrewshire with population static or falling in all other areas.

### ROAD TRAFFIC & FREIGHT

UK truck sales rose 7.1% to a 13 year high in 2003 aided by economic growth and low interest rates (Freight, Feb). Roysth SUPERFAST ferry passengers totalled 196,000 in 2003 (now 50:50 compared to initial ratio of 60% outwards) while over 32,000 freight units were carried, 50% up on the May-Dec. period of 2002. GB road traffic growth was 1.6% above 2002 in the last quarter of 2003. Car kilometre growth at 1% compared to 2% for goods vehicles. Overall road traffic growth was entirely on non-motorway roads with motorway use static (LTT12Feb).

### RAIL & BUSES

Average inter-city trip lengths by rail are now almost 15% below 1999 levels, confirming that Anglo-Scottish services have been affected by internal rail problems and strong air competition (Railway Strategies Jan/Feb). Local rail growth within Scotland is stronger. Local bus travel in Scotland in 2002-03 rose by 1% to 445m trips, the fourth year of increase. Bus use, at 88 trips per person per year, is 14% above the UK average with longer-trips 63% above the UK. 12% of females use buses almost every day compared to 9% of males (Bus and Coach Statistics, Scottish Executive, 2002-03).

### TRANSPORT INDICATORS & CITY TRAFFIC

The Scottish Executive plans to publish revised **Scottish transport indicators** and assessments of likely **city traffic levels** following concerns in the Cities Review that Edinburgh and Aberdeen might be exaggerating the potential for road traffic reduction and Glasgow and Dundee overestimating likely traffic growth. Evidence from Glasgow City Council at the urban M74 Public Inquiry confirmed that non-motorway traffic in Glasgow had been virtually stable since 1990. Growth on motorways had been evident but, compared to 50% growth by 2020 forecast by previous consultants, substantially lower growth in overall city traffic is now considered likely. The **National Planning Framework** (para.44) repeats the view that overall

road traffic in Scotland should be stabilised over the next 20 years.

### TRANSPORT/LAND USE MODELLING AND FORECASTING PUBLIC TRANSPORT DEMAND

Separate research by Prof. Phil Goodwin of UCL, a TRL study of Public Transport Demand and a joint report to DfT by consultants Alan Wenban-Smith and Denvil Coombe acting for MVA have found an acute shortage of skills in preparing multi-modal transport/land use studies and defects in the forecasting of public transport demand. Previous models have tended to understate the impact of road pricing and fare changes in affecting modal shift from cars to public transport and in generating more travel, and better access, for those already using public transport. Studies had also often ignored the realities of financing and organising effective delivery of public transport corridor improvements (Local Transport Today 25 March & 8 April – see also publications on p15). **Editor's Note** Denvil Coombe has heavily involved in the Central Scotland Multi-modal Transport Corridor Study. This recommended a mix of road and public transport improvements and stressed the importance of further studies on motorway pricing. It also drew attention to substantial organisational and regulatory issues which could delay delivery of the preferred Scottish Executive emphasis on shifts from cars to public transport and on steps to ensure more inclusive access.

#### AIR PASSENGERS January-March 2004 (thousands & % change on 2003)

Sources: BAA Scotland, HIAL and Glasgow Prestwick

	ABERDEEN	EDINBURGH	GLASGOW
Domestic	349 (1.6%)	1,324 (6.4%)	1,055 (3.0%)
International scheduled	115 (6.9%)	307 (3.9%)	189 (-14.8%)
International chartered	10 (-3.2%)	80 (69.0%)	321 (10.4%)
Helicopter	86 (-2.7%)		
<b>TOTAL</b>	<b>560 (2.3%)</b>	<b>1,723 (6.3%)</b>	<b>1,565 (1.8%)</b>
	<b>PRESTWICK</b>	<b>INVERNESS</b>	<b>OTHER H&amp;I</b>
<b>TOTAL</b>	<b>437 (29%)</b>	<b>110 (22%)</b>	<b>97 (-9%)</b>
(of which international)	238 (66%)		

Comment: Edinburgh has retained strong growth in all sectors relative to Glasgow while new services and low fares boosted the international sector at Prestwick. Helicopter decline slowed but was affected by weakness in the oil sector which also kept domestic growth at Aberdeen lower than at Glasgow and Edinburgh. Inverness continued its recent strong growth but there was significant decline at other HIAL airports. Cheaper fares may alter this later in the year but Inverness is expected to make further gains from new services. Year on year domestic flight growth in the UK slowed to 1% in March but international growth was at 5% (G27Mar)

#### CALMAC FERRY USAGE Jan-March 2004 (with % change on 2003)

Source: Caledonian MacBrayne

Passengers	725 thous.	(7.6%)
Cars	173 thous.	(8.6%)
Coaches	1,261	(-4.6%)
Commercial vehicles	20,589	(6.6%)

Comment: Winter usage has been buoyant but with shifts from coaches to cars. Western Ferries also report over 1m passengers on their McInroy's Point – Hunters Quay route in 2003

## Research Digest

### New Projects

**Good Practice in Developing an Inter-Agency Approach to Road Safety** – study by Colin Buchanan & Partners (CBP) for Scottish Executive into factoring road safety into major regeneration projects (Contact : David McGuigan)

**Using Community Transport to reduce Social Exclusion** – study by DHC and others for DfT on how the community transport sector could take forward the social inclusion agenda, including Scotland (Contact : Derek Halden)

**Ongoing Development of Transport Model for Scotland** David Simmonds and MVA

**Transport Assessment of Developments in East Edinburgh** CBP for City of Edinburgh Council (Contact: David McGuigan)

**Glasgow Community Transport Healthchecks** DHC for Community Transport operators in Glasgow (Contact: Alex Hilliam, DHC)

**Use of CEC Land-use Transport Interaction Model** to provide modelling inputs for Edinburgh area studies (Contact: David Connolly, MVA)

**Scottish DRT Evaluation** DHC and TAS for Scottish Executive (Contact: Alex Hilliam, DHC – completion, October, 2005)

**EMIRES – Economic Growth & Sustainable Mobility** (see p 7)

**Bus Passenger Satisfaction Surveys 2003-05**, CBP for Scottish Executive (Contact David McGuigan)

**Northern Maritime Corridor Project** EC programme with HIE as lead partner, TRi Maritime Research Group (Contact: Alf Baird)

**Highlands & Islands Short Sea Shipping Scenarios Study**, PRB Associates (Contact: Alf Baird, expected completion, Dec., 2005)

**The European Ferry Market** TRi Maritime Research Group for Scottish Enterprise, study of opportunities for new direct ferries to Scotland (Contact: Alf Baird)

**SESTRAN Integrated Transport Corridors Study**, MVA, Scott Wilson and David Simmonds

**Glasgow Airport Rail Link** SPT has commissioned Faber Maunsell to develop detailed design in preparation of a bill introduced to the Scottish Parliament in spring 2005

**Edinburgh Airport Rail Link** tie has commissioned Scott Wilson and Halcrow for similar detailed design in preparation for a Scottish Parliament bill during 2005.

### Completed Projects

**Air travel demand in Central Scotland** TRi/ERI for DfT & Scottish Executive (Contact: Prof R McQuaid)

**Devolution and Transport in the UK**, TRi for ESRC (Contact: Prof A Smyth)

**Fast-Answers (TM) Traffic Planning Software** – 3 programmes for speedier signalised roundabout and junction design (Contact: John Codd, Fast-Answers Com Limited)

**Community and Demand Responsive Transport in the Highlands & Islands** – DHC & TAS for HIE (Contact: Alex Hilliam, DHC)

**Fife Council DRT Review** TRi and Newcastle University for Fife Council (Contact: Dr T Rye)

**City of Edinburgh Bus Quality Corridor Monitoring**, TRi for City of Edinburgh (Contact Dr T Rye)

**Audit of Pedestrian Access to Bus Stops in Midlothian**, CBP for Midlothian Council (Contact: David McGuigan)

### Container transhipment and demand for container terminal capacity in Scotland

TRi, Maritime Research Group (Contact: Alf Baird)

**The Importance of Transport in Business Location Decisions** TRi and ERI report to DfT

(Contact: Ron McQuaid or Malcolm Greig)

**Value of Rail for the Highlands** (SDG for HIE – see p 11)

**Business Case for the Waverley Route** This has been presented to the Scottish Executive and Parliament by the Waverley Route Consortium as part of the Waverley Route Bill procedure. The case finds that a reopened route would not be commercially viable beyond Gorebridge but that area economic benefits to Midlothian and the Central Borders would total £225m over 30 years. Fares income from reopening to Tweedbank would be likely to cover operating costs in five years. This assumes bus restructuring as rail feeders while continuing adequate services to Edinburgh for without easy access to rail or car (S4&12Feb)

**Caledonian Express** A Faber Maunsell Study for West Lothian and other Shotts line Councils has concluded that an hourly 'intermediate express' Edinburgh-Glasgow 70 minute service on the Shotts route could be introduced by 2008 in addition to the present hourly 99 minute stopping service. Capital costs would be £3.2m but annual subsidy would have to rise by £2.8m. SAPT has commented that a revised half-hourly skip-stop service taking 75 minutes could give better value and could be introduced by 2006.

**Edinburgh-Glasgow High Speed Rail** A Scott Wilson study for ScotRail has found that a new high-speed route giving 30 minute trip times could cost between £1.5 and £4 billion. Benefits would be unlikely to justify costs but scope was found for developing intermediate solutions by adjustments involving continued use of existing routes but with new works to reduce conflicts between high-speed trains and better services for growing towns and commuting communities between Glasgow and Edinburgh. Adaptation involving the Falkirk High route rather than the routes via Carstairs, Shotts or Airdrie-Bathgate merited consideration (Sunday Herald 11 April)

**Taxi Regulation : response to OFT Report** TRi for Glasgow Taxis Ltd (Contact: J Cooper)

### Completion Imminent

**Value of Cycling for the Highlands & Islands** (DHC for HIE)

**Clyde Corridor Transport Study** (Scott Wilson for Glasgow City Council)

**Integrated Urban Transport Pricing**, TRi for EC (Contact: T Ryley/C Bielefeldt)

### TRi Staff Changes

Barry Hutton has left to be an independent Town and Transport Planner.

Prof. M Grieco has returned to TRi and is working with the University of Oxford on road user charging and DRT projects for DfT.

Hasan Fleye & Paul Broughton have joined as research students working on *Road Sign Recognition* and *Two-wheeler Risk Factors*.